THE INTERESTS

OF

THE BRITISH EMPIRE

IN

NORTH AMERICA.

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The consolidation of British power in North America by the Union of her Colonies, renders a careful consideration of the *Political, Commercial and Military relations*, which exist between the Empire and the Dominion of Canada, a matter of imperative necessity; especially because the phase of political existence into which the Provinces have entered, imposes new duties and enlarges their sphere of action.

Politically—It would be absurd to suppose that the sparse population of the immense territory stretching from the Atlantic to the Pacific, known as "British America," would be able to maintain an independent existence. Annexation to the United States—which would follow the attempt—is opposed alike to the traditions, feelings, thoughts and principles, of the people of Canada. It would not be advantageous in any relation, because it would curb their personal liberty by taking the absolute control of their own affairs out of their hands —burthen them with taxes for which no equivalent had been received—confine their mercantile operations within prescribed limits—subject them to fiscal regulations and an excise system oppressive in the extreme—check their progress towards Free Trade—destroy their individuality and present autonomy by overturning their social relations—and deprive them of those securities against political oppression which their constitutional arrangements so admirably provides.

Great Britain protects the "Dominion" as an integral portion of the Empire—does not attempt to tax the people for any purpose—is quite content with a sovereignty almost nominal—leaves the whole machinery of Government to be worked by the popular will—encourages free trade, and by the liberrality of the institutions provided, promotes national develop-

ment and prevents political oppression by having the theory of *Government by and for the People* practically applied—therefore the interests of the Dominion and Empire are identical.

Commercially—British North America furnishes an ample field for the enterprise of Great Britain and a home for the surplus population of the British Isles, in which their energies find opportunity for fitting developement and scope for the exertion of their physical powers to advantage, which rightly applied adds to the happiness of the people and the wealth of the nation. England as the workshop of the world requires a supply of raw material, a market for her manufactured goods, and food for the surplus population her commercial activity has called into existence, but which her own limited, though fertile area, is unable to provide. The resources of the "Dominion," only partially developed, helps to supply a portion of those wants, its area is sufficient to absorb a large proportion if not the whole of the *actual surplus* population of the British Isles. By the increase of population consequent thereon the number of producers of raw material and consumers of manufactured goods will be indefinitely multiplied. For many years to come *bread* stuffs will largely enter into the items of Canadian exports, while the measures necessary to develope commercial interests, in the shape of Railways and Canals, will tend largely to relieve the Mother Country of the useless human power which it costs her such an awful sacrifice to maintain and govern. Assuming that there are 250,000 able-bodied paupers in the British Isles, their maintenance and the arrangements consequent thereon would be equal to £40 sterling per capita, per annum, or £10,000,000 sterling, which at seven per cent. per annum would represent a capital of £143,000,000 sterling. One year's interest invested with them in Canada would relieve the Mother Country of a great burthen, and set free the capital respresented, for investment elsewhere. The commercial interests of the Dominion are with Great Britain, from whom capital and labor are derived—not with the United States, who are her rivals for both, and also in the production of the raw material.

Military—As the outlying bulwark of the Empire, the integrity of the "Dominion" is necessary to the political prestige and existence of Great Britain, its Geographical position may be defined as that of an almost impregnable Military

post in an enemy's country, with its communications unassailable; it is a position of power, a guarantee for peace, a pledge of security, and the best possible barrier against aggression. Hence it is the duty of the Imperial Authorities to look well to its defence, and of the Canadian people to make it effective by discharging their own recognized and natural obligations in that particular—the Military connexion with the Empire is therefore the discharge of a primary duty.

Foremost among the new duties devolving on the "Dominion," is the necessity of rendering access to all parts of the Provinces a matter of facility, demanded alike politically for purposes of Government and intercourse; Commercially for the developement of Trade; and, in a Military point of view, as a precaution for safety—it follows that the extension of Railway, River and Canal communications are duties devolving on the Government which cannot be neglected.

Commercially considered, the "Dominion" may be described as a narrow strip of country, extending from Halifax, in the Province of Nova Scotia, along the shores of the Gulf of St. Lawrence, the River and Lakes, to Sault Ste. Marie, at the entrance of Lake Superior, in no place over fifty or sixty miles in width, and traversed along the greatest part of its width by a single line of Railway.

It will thus be seen, that to fill up the immense country to the North and North-West of the St. Lawrence and Lakes, the necessity for a further extension or developement of the means of communication is apparent, and demanded by all the conditions and considerations hereinbefore defined.

As a natural consequence of the constitutional revolution through which Canada has passed, the extension of direct communication with the Pacific through British territory becomes a necessity. Such communication must possess the requisites of cheapness and speed. From Rainy Lake Westwards to Red River settlement, that can be attained by improving the natural water-ways of the country—and continued for a considerable distance up the Saskatchewan River. To connect the navigation with the outer world, two links of Railway are requisite, viz: from Fort William on Lake Superior to Rainy Lake, about 350 miles; and from Puget Sound, on the Pacific, to navigable water on the Saskatchewan, about 500 miles, total 850 miles. The unobstructed water ways are about 1700 miles in length, making the whole distance be-

tween Fort William and the mouth of Frazer River 2,541 miles.

It will be utterly impossible to settle or govern that country without these appliances. The immigrants starting from Quebec, will perform a journey of 1600 miles before he reaches Fort William at the head of Lake Superior, by existing routes. Fort Garry, on Red River, is 430 miles from that point, of which only 80 or 90 will be by water; a journey of 350 miles by any sort of road short of a Railway, is not to be thought of by people with the capital at their disposal so limited as those who will seek homes on the fruitful prairies of Red River; it follows then that means must be taken to *shorten the distance* and lessen the cost. Existing facilities are little better than barriers to settlement.

As the end and object of Government is to develope the resources of the country for the benefit of the people, means must be taken to facilitate communication and direct trade between the Maritime and Western Provinces of the Dominion. This will be effected in some degree by the Intercolonial Railway, but other measures must be resorted to for the purpose of directing the trade in breadstuffs, so necessary to a maratime people, through channels directly under control of the Government, by which the cost of transit can be materially reduced and a valuable coasting trade created.

The means existing at the disposal of the "Dominion," are, as before stated, one line of Railway extending from River du Loup on the St. Lawrence to Sarnia on Lake Huron, a distance of 780 miles; and the River St. Lawrence, with its canals; and the Welland Canal, connecting Lakes Ontario and Erie—the former consisting of seven independent canals, 43 miles in length, with 28 locks; the latter of one artificial channel of 28 miles in length, and 28 locks.

Taking Montreal, at head of tide-water, as the starting point, and Fort William as the destination, the distance by this route would be 1387 miles by water—by railway and water, 1206 miles. A more direct route is necessary.

It is the interest of Canada to buy in the cheapest market, and cheap food means cheap manufactures with abundant capital. Every effort, therefore, which tends to lessen the cost of breadstuffs in Liverpool reduces the price of English hardware and broadcloth to the Canadian people. Every consideration thus points to the conclusion that more direct

routes of transit must be opened to develope the resources of the Dominion, enlarge its settlements, and discharge the duties imposed by the new phase of political life into which the Provinces have entered, and which are equally due to the interests and integrity of the Empire.

The Western States of the American Union are the largest grain producing countries in the world; their natural outlets are through the St. Lawrence and Lakes. By fiscal regulations and the provisions of the Coasting laws, the State of New York has managed hitherto to confine it to the Erie Canal, which connects Lake Erie at Buffalo with the Hudson at Albany.

England requires every year from twenty-six to forty million pounds sterling worth of breadstuffs, which ought to cost at Liverpool $1.25 per bushel. At the lesser figures this would be 10,000,000 tons of freight. The following table will shew that Europe, Asia, and Africa has to be ransacked for this supply, and her industrial pursuits are dependent on the caprice of foreigners as well as the state of the political horizon, so that the people of Canada are taxed in a remote degree by rise in prices of manufactured goods for the aberation of the politics of these countries. The ratio in which the supply is drawn from each is as follows :—

Russia	19½	per cent.
Prussia	31¼	"
Denmark	11½	"
Mecklenburg	8¾	"
Hanse Towns	4¾	"
Turkey and Principalities	5½	"
Egypt	2½	"
United States	7¼	"
Other Countries	2½	"
France	6½	"

The grain trade of the Western States centres at Chicago. Its price there is much lower than in any of the countries enumerated. Moreover the full developement of the capabilities of the area of 780,000 square miles from which it is drawn would produce more grain than all these countries put together. It is now retarded for want of transit, although the yearly produce is quite up to the amount of tonnage required by Great Britain, a portion being burned for fuel, as cheaper than cordwood, in the face of starvation prices ruling in England.

To enable the Canadian Government to fulfil its functions, by opening direct access to its unsettled and undeveloped territory—to extend the area of commercial operations—to relieve the mother country of the incubus of unemployed and useless human power, which is slowly but surely eating the vitals out of her social life and destroying her political prestige—to employ that surplus power profitably—to facilitate access to the North-West territory—to create a lucrative coasting trade with the Maritime Provinces, cheapen the cost of breadstuffs there and in *Europe*—to set free the capital now applied in England to support non-producers and compel its investment in Canada—to extend the commercial relations of this country, and to perfect its military defence—the improvement and opening of the direct communication between Montreal and Lake Huron by way of the Ottawa River, has become a State necessity.

This route furnishes all the advantages which can be derived from a commercial highway with which there can be no competition, and the proper second strategetical line of Military defence for Canada, without which the sum of money voted for fortification purposes will be nearly useless. With it, these posts would be almost impregnable.

As a question of distance between Montreal and Fort William, by this route, would be only 975 miles—being respectively 412 and 213 miles less than existing routes—a consideration of such importance as to counterbalance all disadvantages, if any existed, especially as the whole would be one uninterrupted water communication, decidedly the cheapest and best, in an economical point of view, for immigrants, and to be preferred as a sanitary measure, for people immediately after making a rough sea voyage to any other.

The Ottawa River joins the St. Lawrence at the head of Lake St. Louis, about 21 miles above Montreal. *Four* miles higher up it bifurcates, forming the island of that name, on which the commercial capital stands, and also another Island, nearly as large, known as Isle Jesus. These channels unite about sixteen miles below the City, and join the St. Lawrence at Boute de L'Isle. Thus there are two independent outlets to the Ottawa : one above, the other below Montreal.

Known to the early French colonists as the Grande Riviere, it was ascended by Champlain to Lake Huron in 1615. and had always been the *direct* route of the aboriginal inhabi-

tants between the Lower St. Lawrence and the Upper Lakes.

The Ottawa River is a stream *seven hundred and eighty* miles in length, draining a country of 89,000 square miles, or one-fourth of the area of the late Province of Canada. Its course for *three hundred and five miles* above Montreal, is nearly due West, and a straight line drawn from that city to the Straits of Mackinac, connecting Lakes Michigan and Huron, would pass along it for that distance.

At this point the main river turns sharply to the Northward, but the direct course to Lake Huron is continued by a tributary which joins it from the Westward—the Matawan. This stream is *forty and one-half* miles in length, drains an area of *nine hundred and fifty* square miles, has its source in a deep Lake on the summit of the water shed between the St. Lawrence and Ottawa River systems, *three miles* from Lake Nipissingue, whose effluent—the French River—passes into Lake Huron.

The dividng ridge is nowhere more than ten feet above the level of Trout Lake, (the head of the Matawan), and not over *thirty feet* above Lake Nipissingue. This Lake stands *six hundred and thirty-two feet* above the level of tidal water; it is the second of two sheets of water which receives the drainage of an area of *nine thousand square miles*, the first, known as Lake Tamangamingue, lies to the Northward, at a considerable elevation above Lake Nippissingue; it has an area of *six hundred and fifty square miles*, and is connected with the latter Lake by Sturgeon River. It has never been properly surveyed or explored, although it lies in the midst of a rich country in minerals and natural products, at present practically inaccessible. The Atlantic and Pacific Railway must pass close to its Eastern shores, between it and the Ottawa; it is believed to send one effluent to that River, and the other to Lake Huron.

Lake Nipissingue is *sixty miles* in its greatest length, and *twenty* in its greatest width. The *French River* leaves it (*thirty-one* miles from its Eastern end and *thirty-four* from Trout Lake), at its South-Western extremity; it has a course of *forty-nine* miles, falling into Lake Huron *four hundred and thirty miles* West of Montreal, two hundred and seventy from the Straits of Mackinac, which connects that Lake and Lake Michigan, and *five hundred miles* from Chicago, thus making the distance between Montreal and that port *nine*

hundred and thirty miles. By way of the St. Lawrence and Lakes the distance between these ports is *thirteen hundred and forty-eight miles* being *four hundred and eighteen miles* in favour of the Ottawa route.

As *time* is an essential element in any system of transit limited to a certain season in each year, one of its most important advantages is found in this the shorter route. As it is, however, the only actual advantage, at present it will be necessary to investigate all the conditions of this line of communication for the purpose of establishing its claim to be, when constructed, the shortest and consequently the cheapest of all routes to the Upper Lakes.

At the point where the Matawan joins the Ottawa, the latter River is over *thirteen hundred feet* wide, and discharges 2,511,936 cubic feet of water per minute, its depth in the open reaches being from *five* to *twenty fathoms.* The general condition of the channel is that of a series of Lakes, connected by short reaches of rapids, generally in the form of cascades or low falls, the actual obstructed portions being barely *twelve* per cent of the length required for the navigable purposes of this line of communication.

The Matawan discharges 65,122 cubic feet of water per minute ; but, owing to the fact that the supply of Trout Lake (its head waters), is derived from an area of a few square miles, it will be necessary to draw the supply from Lake Nipissingue, the discharge from which by the French River is equal to 477,369 cubic feet per minute, the requirements of navigation, at its greatest developement, allowing *six* lockages per hour, would be 12,500 cubic feet per minute.

As there are general principles governing works of this description, having reference to the capacity of the channel, the amount of trade and the capability of the harbours at the ports of concentration and dispersion, it follows that the Ottawa navigation may be safely designed of the largest possible size. Chicago, the port of concentration for the grain trade of the Western States, has a harbour in which a depth of $13\frac{1}{2}$ feet has been produced by dredging, while at Fort William, on Lake Superior, the port at which the trade of the North-West territory must concentrate, almost any depth can be obtained, the harbor requiring no works beyond wharves.

In the first case the trade available at Chicago as freight, would more than equal 5,000,000 tons of grain, drawn from

an area of 600,000 square miles. The construction of the canals necessary to open this route will create a trade at Fort William to which an area of rich territory, over 500,000 square miles, will contribute. The calculations, therefore, on which the necessary comparative values of the existing and proposed channels are based determine, under the foregoing conditions, the size of the locks on the Ottawa, as 250x50x12, admitting vessels *two hundred and thirty-four feet* in length, *forty-eight feet* beam, drawing *eleven feet* of water, and carrying *one thousand tons* burthen.

On the whole length of *four hundred and thirty miles*, between Montreal and Lake Huron, *thirty-eight miles* of artificial canal will be required—and this includes the Lachine Canal.

When completed and navigated by vessels of 1000 tons, the capacity of the Ottawa for freight during a season of *two hundred and twenty* days, and at six lockages per hour, would be 31,680,000 tons, or 15,840,000 tons downwards, and a like quantity upwards.

It is a navigation peculiarly adapted to large screw propellers, the frequent expanses of the open reaches and small extent of Canal on the route, enables a high degree of speed to be maintained throughout.

The distances of the different classes of the channel through which a vessel would pass between Chicago and Montreal would be as follows, viz: Lakes, *five hundred and thirty miles;* River, *three hundred and seventy miles;* Canals, thirty miles.

Its relation to time: Lake and River, nine hundred miles, at *eight* miles per hour, say *one hundred and thirteen hours.* Canal, *two* miles per hour, *fifteen hours.* The lockage will be *six hundred and eighty-two feet,* of which *sixty* will be upwards and *six hundred and twenty-two* downwards, at *one* minute per *foot, twelve* hours. Total, *one hundred and forty hours,* or *five* days *twenty hours.*

From Montreal to Liverpool, the distance is 2,733 miles, making the total distance from Chicago by this route 3,663 miles.

The cost of transmitting a ton of freight would be $19.98 by this route, as follows: Chicago to Montreal, thirteen cents per bushel—$4.81 per ton of 37 bushels. Montreal to Liverpool, $9.25, or *twenty-five* cents per bushel. Dock dues, Com-

mission, Light-house and Imperial dues, Insurance, &c., sixteen cents per bushel, $5.92, being a total of $19.98 per ton, or at the rate of fifty-four cents per bushel, and this is by no means a favourable calculation, as it could be transported for thirty-two cents per bushel, profitably.

As previously stated, the St. Lawrence Canals are forty-three miles in length and the Welland twenty-eight miles, making a total distance of seventy-one miles, and a lockage height of 540 feet. It has 36 locks; those on the St. Lawrence are 240x45 with nine feet water on the sills. The Welland locks are 180x26 with *ten* feet of water on the sills.

The former admits vessels of 300 tons burthen, the latter vessels of 400 tons. The distance from Chicago to Montreal by this route is as follows: *eleven hundred and forty-five* miles Lake, one hundred and thirty-two miles River, and *seventy-one miles* Canal, a total of *thirteen hundred and forty-eight miles.* Time—Lake at *eight miles* per hour, *one hundred and forty-three hours;* River, same, *seventeen hours;* Canals, two miles per hour, *thirty-five hours;* Lockage, *five hundred and forty feet,* at one minute per foot, *nine hours.* Total, *one hundred and ninety-five* hours, or eight days three hours.

The cost of transmission of a *ton* of freight from Chicago to Liverpool by this route would be: to Montreal *eighteen* cents per bushel; thence to Liverpool, *twenty-five* cents per bushel; Insurance, *four* cents; Commission, *six* cents; Tonnage and Dock dues, *three* cents; Light house and Imperial dues, *three* cents; Total, sixteen cents, or a charge equal to *fifty-nine* cents per bushel—*twenty-one dollars and eighty-three* cents per ton.

The route by which the trade of the Western States reaches the sea-board at present is the Erie Canal, an artificial channel, connecting Lake Erie at Buffalo with the Hudson at Albany, a distance of *three hundred and fifty-one* miles, with a lockage of *six hundred and fifty-four* feet.

Its distance between Chicago and New York is: Lake, one thousand miles: Canal, *three hundred and fifty-one*; River, *one hundred and sixty*; Total, *fifteen hundred and eleven miles.* Time—Lake and River, *eleven hundred and sixty* miles, at *eight miles* per hour, *one hundred and forty-five* hours; Canal, three hundred and fifty-one miles, *one hundred and seventy-six* hours; Lockage, six hundred and fifty-four

feet ot one minute per foot, *eleven* hours; Total, *three hundred and thirty-two hours*, or *fourteen days.*

By way of the St. Lawrence, the distance to Montreal from Chicago is thirteen hundred and forty-eight miles, thence to Liverpool, 2,733; total, 4,081 miles. By Erie Canal, Chicago to New York, 1511 miles; thence to Liverpool, 2,980 miles; total, 4,491 miles. By the Ottawa, total distance, Chicago to Liverpool, 3,663 miles.

The cost of a ton of freight to Liverpool will be, by the Erie Canal, *twenty-six* dollars and *twenty-seven* cents, or seventy-one cents per bushel. By the St. Lawrence, *twenty-one* dollars *eighty-three* cents, or fifty-nine cents per bushel. By the Ottawa, *nineteen dollars and ninety-eight cents*, or fifty-four cents per bushel.

Taking the maximum time as *two hundred and twenty days* of open water, a vessel between Chicago and New York can make *eight trips* per season; to Montreal, by the St. Lawrence, *thirteen* trips; by the Ottawa, *nineteen* trips. In all these calculations the maximum of advantages are placed against the Ottawa route and in favour of the existing channels, although it is well known that on the Erie Canal the time allowed for *the full* voyage is occupied in passing through the artificial channel alone, and a cargo frequently spends *three* weeks in accomplishing the distance between Buffalo and Albany, while the obstructions caused by the narrow channel of the Welland Canal, tells heavily against the St. Lawrence route; both are put on the same level with the Ottawa, a channel which, when opened, would present no difficulty whatever to the utmost speed a laden vessel could attain.

The navigable connexion between Lakes Huron and Superior is by the Sault Ste. Marie Canal in the territory of the United States. It is of the largest dimensions, the locks being 350x70, with 12 feet of water on the sills, admitting vessels of 2,000 tons burthen.

Amongst the advantages promised by the Ottawa route is the great motive power of the falls on the Rivers of which it is composed, and as it penetrates the very heart of the region where the trade in Lumber is most extensively pursued, the consequences sure to follow would be the interchange of cargoes, and the creation of a manufacturing interest of very great moment to a country not yet settled.

It has been stated that the Maritime Provinces (New Brunswick, Nova Scotia, &c.,) were dependent on the Western States for Breadstuffs, and that the opening of the modes of communication necessary to develope the resources of the Dominion, would create a valuable coasting trade.

Grain and Flour now find their way from Chicago to Halifax by New York. The distances are, Chicago to New York, *viâ* Lakes, Erie Canal and Hudson River, 1,511 miles; New York to Halifax, 620 miles; total, 2,131 miles. If the Ottawa navigation was open the distance would be, Chicago to Quebec, *viâ* Ottawa and St. Lawrence, 1,080 miles; Quebec to Halifax, *viâ* River and Gulf and Gut of Canso, 850 miles; total, 1,930 miles, being 200 miles in favor of the Ottawa route.

Time by Lakes and Erie Canal from Chicago to New York, 14 days; sea voyage, 8 ml es per hour, 64 hours or two days 8 hours; total, 16 days 8 hours. Chicago to Montreal, *viâ* Ottawa and Lakes, *five days* 20 hours; to Quebec, 150 miles, at 8 miles per hour, 20 hours; to Halifax, 850 miles, at same rate, 110 hours—5 days 10 hours—a grand total of 11 days 6 hours, being 5 days 2 hours less than by way of New York, or a saving of 33 per cent. on the voyage.

The cost of the works on the Ottawa River, as estimated by Walter Shanly, Esq., C. E., and M. P., were £5,000,000 sterling. Its condition, from Montreal to the mouth of the Matawan *is at present*, including the Lachine Canal, (common to it and the St. Lawrence), and St. Anne's lock 9 miles; Carillon and Grenville Canals=12 miles—total, 21 miles, obstructed in whole or in part by rapids, $23\frac{1}{2}$ miles; open navigation, with a depth of *three to twenty* fathoms, $260\frac{3}{4}$; total, 305 miles. The Matawan River is $40\frac{1}{2}$ miles in length, of which $11\frac{1}{4}$ miles are obstructed in whole or part—$29\frac{1}{4}$ miles open navigation. French River is 49 miles in length, of which $5\frac{3}{4}$ miles are obstructed and $43\frac{1}{4}$ open navigation; general depth of four fathoms. The height of land is 3 miles in width.

The Ottawa has	$44\frac{1}{2}$	miles	obstructed.
Matawan	$11\frac{1}{4}$	"	"
Height of Land	3	"	"
French River	$5\frac{3}{4}$	"	"
Total	$64\frac{1}{2}$	miles.	

Leaving $365\frac{1}{2}$ miles open navigation. Of the portion obstructed, less than one half will require artificial works.

In considering the value of a measure of this description, it must not be forgotten that it would be a powerful agent in settling the country through which the series of water passes, as it would afford employment for 20,000 men for *three* years; it will be easily understood that a large number indeed would be absorbed in the pursuit of the industries it would call into existence, and many more would settle down on the farms to be found along its shores.

The Chats Canal is a notable instance of what works of this description effect in the way of settlement. Commenced in 1854, at the Chats Rapids (30 miles above Bytown, now the City of Ottawa), in a very wild and partially settled part of this country, it placed over 100 families there as permanent settlers, who have prospered exceedingly. At the time the works were commenced neither potatoes or oats were procurable in any quantity; in fact the parties connected with the works had to procure them in Ottawa. A very large surplus is now produced, and the comparatively barren country is now in a prosperous and fertile condition.

As the falls in the rivers constituting the Ottawa navigation are admirably placed for manufacturing purposes, it may be as well to state what power is really supplied. The Ottawa River, with a fall of 350 feet and an average discharge of 1,000,000 cubic feet per minute, can supply 497,159 horse power; the Matawan, with a fall of 148 feet, would give 12,745 horse power; the French River, 40,707 horse power—total, 550,711 horse power, so placed as to be most advantageous for vessels seeking an exchange of cargo and for manufacturing purposes.

It is evidently the plain duty of the Government to keep its measures for the public good ahead of the wants and requirements of the state. Political changes have followed each other with such rapidity that this rate of progress has not been maintained, and the organs of public opinion have been so occupied with the advocacy and defence of the measures leading to and consequent thereon that thay have had no time to attend to what would be considered a minor affair. However, it is very evident that this question of communication by extending the Canals and Railway Systems of the Dominion cannot be longer neglected without grave damage to the stability of the Union.

An enumeration of the various works necessary to devel-

op the resources of Canada and their cost is sufficiently startling, but it must be met as in political matters. Woe betide the people making a retrograde step. The Intercolonial Railway—cost, £5,000,000 sterling; Ottawa Navigation, £5,000,000; Atlantic and Pacific Railway, 850 miles, at $12,000 sterling per mile, £10,200,000; improvement of 1700 miles of water, from Rainy Lake to head of steamboat navigation on the Saskatchewan, say £5,000,000; total, £20,000,000 sterling. The full development of all those works would cost at least £120,000,000 sterling.

The able-bodied pauper population of the British Isles cost the country £10,000,000 sterling per annum to support 250,000 non-producers, whose labour is required to develope the resources of the "Dominion." Is it not possible to make some arrangement with the Imperial Government by which Canada could acquire any number of those persons she could find employment for, with one year's maintenance (this would enable her to import labour and capital by one operation), set them to work on the Canals and Railways, and restore the balance (deducting cost of transport and outfit) at the end of two years, in the event of the parties wishing to become settlers.

A measure of this description would relieve Great Britain, set free a large amount of capital, add to the population and resources of the North American Provinces, and enable them to obtain the Imperial guarantee for the loans necessary to carry out these great works.

It would also absorb the surplus population of the empire, give profitable investment to capital, extend its manufacturing interests, and make these colonies at once the safeguards and glory of the British Empire.

Are there statesmen to be found in the Dominion capable of working out this greatest of all political and social problems? or has the effort to compass a *Union* (imperfect and impotent without these great measures) exhausted at once their powers and enterprise—*Quien sabe.*

Errata.—*Note.*—At page 5, last line of third paragraph, read "along its greatest length," instead of "width."